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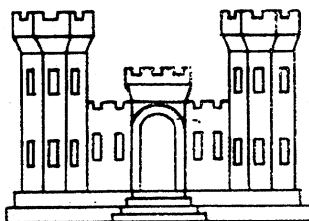
PRELIMINARY EXAMINATION

OF

827 (Blue Hill Harbor
Maine) 14
2 of 11 copies

BLUE HILL HARBOR

MAINE



AUTHORITY—THIS REPORT IS
SUBMITTED IN COMPLIANCE
WITH SECTION 6 OF THE RIVER
AND HARBOR ACT, APPROVED
2 MARCH, 1945.

U. S. ENGINEER OFFICE
BOSTON, MASS.
29, MARCH, 1946

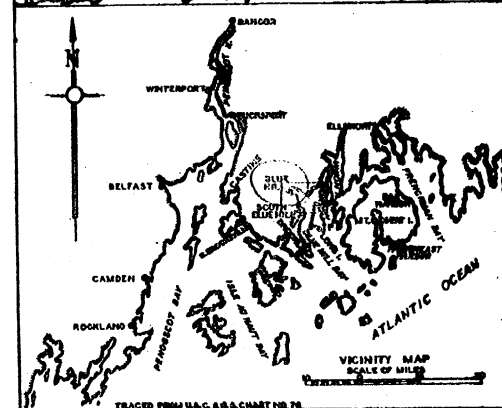
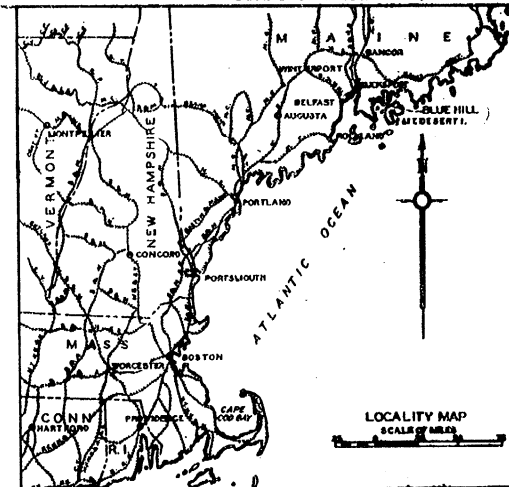
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Apr 1 11 10 AM '46



MEAN HIGH WATER
MEAN LOW WATER
6' CURVE OF DEPTH
12' CURVE OF DEPTH
18' CURVE OF DEPTH
24' CURVE OF DEPTH



NOTE: DEPTHS EXPRESSED IN FEET ARE TAKEN FROM
U.S.C. & G.S. CHART NO. 307. DEPTHS ARE
REFERRED TO THE PLANE OF MEAN LOW WATER.

NO.	CHARACTER REVISIONS

BLUE HILL HARBOR, MAINE.

SCALE OF FEET

U.S. ENGINEER OFFICE BOSTON, MASS. **REMARKS**

APPROVAL RECOMMENDED: *W. L. ...*

SUBMITTED: *W. L. ...*

TRANSMITTED WITH REPORT
DATED 29 MARCH, 1944.

FILE NO. 1044 BR-77

SUBJECT: Preliminary examination of Blue Hill Harbor, Maine

NEDGW
(29 Mar 46)

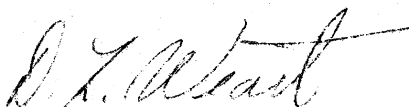
1st Ind.

CAT/phw

Division Engineer, New England Division, Boston 10, Mass., 5 April 1946

TO: The Chief of Engineers, U. S. Army, Washington 25, D. C.
ATTENTION: SPEWR

I concur in the recommendation of the District Engineer.



D. L. WEART
Major General, U.S.A.
Division Engineer

1 Incl.: n/c

PRELIMINARY EXAMINATION OF
BLUE HILL HARBOR, MAINE

Syllabus

The district engineer is of the opinion that Blue Hill Harbor, Maine is worthy of improvement provided it can be accomplished at a reasonable cost. He, therefore, recommends a survey of Blue Hill Harbor to determine the extent, cost and advisability of the improvement, and the proper basis of cooperation by local interests.

War Department,
United States Engineer Office,
Boston 16, Massachusetts,
29 March 1946.

Subject: Preliminary examination of Blue Hill Harbor, Maine.

To: The Chief of Engineers, U. S. Army, Washington, D. C.
through the Division Engineer, New England Division,
Boston 10, Mass.

1. Authority.-- This report is submitted in compliance with Section 6 of the River and Harbor Act approved 2 March 1945 (Public Law No. 14 - 79th Congress) which reads in part as follows:

"Sec. 6. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities,
Blue Hill Harbor, Maine".

2. A preliminary report was submitted by the district engineer 15 November 1945. The report, which was favorable for a survey, was concurred in by the division engineer. It was returned by the Chief of Engineers on 24 January 1946, upon the recommendation of the Board of Engineers for Rivers and Harbors that it be revised to include additional information relative to the economics and expected benefits of the desired improvement.

3. Description.-- Blue Hill Harbor is located on the northwestern side of Blue Hill Bay, northwest of Long and Mount Desert Islands. Morgan Bay, about 5 miles to the northeast, Union River, about 11 miles to

the northeast, Northeast Harbor, about 24 miles to the southeast, and Bar Harbor, about 34 miles to the eastward, are small boat harbors within easy cruising distance. Blue Hill Harbor comprises a large area known as the outer harbor and a smaller area extending in a northwesterly direction to the town of Blue Hill, the easterly portion of which is called the middle harbor and the westerly portion the inner harbor. The outer harbor is protected from northerly and westerly winds and has depths ranging from 24 to 48 feet. The middle harbor, with an area in excess of 46 acres and having depths of 16 to 28 feet, is open to southeast storms but is otherwise secure. There is not sufficient water in the inner harbor to provide anchorage even for small draft vessels, except at high tide.

4. The mean range of tide is 10.3 feet. There are no bridges over the locality covered by this report and questions of shore line changes, flood control, water power or other special subjects are not involved in the improvement under consideration. There have been no prior reports on Blue Hill Harbor. The locality is shown on U. S. Coast and Geodetic Survey Charts Nos. 307 and 1202, and on the map which accompanies this report.

5. Tributary area.— Blue Hill is the center of one of Maine's older summer resort areas and is largely dependent for revenue upon serving vacation trade. Summer residents, most of whom come from other states, have built up the shore line at Blue Hill so that upwards of 80% of the 15 miles of the frontage is now occupied with valuable estates and summer homes. There are no longer industrial or manufacturing concerns in the town, although at one time granite quarrying and lumbering were carried on close by.

6. Terminal and transfer facilities.— At the upper end of the inner harbor there is located the town wharf. This wharf, which is

of the solid fill type, is open to the public at no charge. There is no water here at low tide. On Peters Point the remains of the old steamship dock are available to tie up to. However, the state of disrepair of this structure, together with its distance from the village, combine to make it undesirable for use except in an emergency.

7. Improvement desired.— A hearing was held at Blue Hill, Maine on 18 July 1945 in order to ascertain the improvement desired. A large number of citizens of the town, together with summer residents, were present at the meeting, which was well attended.

8. The improvement desired is a channel 100 feet wide and 6 feet deep at mean low water, extending from the old steamship wharf at Peters Point to the municipal wharf at the head of the harbor, and a basin of the same depth and about 350 feet square at the end of the channel.

9. It was brought out at the hearing that prior to the war Blue Hill Harbor was rapidly becoming the center of yachting activities for Blue Hill Bay, and it is expected that this growth will continue with the return to normalcy. The lack of water in the inner harbor has acted as a deterrent in this growth. It was felt that a channel to the town wharf, together with a suitable basin, would enable boats to more easily secure supplies and services at Blue Hill. There is a good machine shop in the town equipped to handle any needed repairs on boats coming into the harbor. At the present time such repairs are accomplished with difficulty because of the lack of a channel to the town wharf. An excellent hospital which serves the surrounding communities is located at Blue Hill. Blue Hill Harbor is centrally located with respect to other small boat harbors.

10. There are some fishermen and lobstermen who work out of Blue Hill Harbor when conditions permit. Because of the necessity of carrying their gasoline and other supplies to the boats, and carrying their catch from the boats, the harbor is not particularly inviting.

11. The town of Blue Hill has some town property fronting on the harbor that might be utilized as a partial spoil area, if the material is excavated by a hydraulic dredge.

12. Commerce.- There is no commerce in Blue Hill Harbor except that connected with local fishing.

13. Vessel traffic.- Vessel traffic at Blue Hill Harbor has been limited to pleasure boats and to local fishing boats. The traffic connected with recreational boating fell off considerably during the war years, but based upon the activity prior thereto it is expected to increase in the future.

14. Difficulties attending navigation.- The principal difficulty with which navigation must contend is the lack of sufficient water in the inner harbor and a channel leading to the town wharf. Under present conditions, passage of vessels to the wharf is impossible at low stages of the tide.

15. Discussion.- Blue Hill Harbor is one of Maine's oldest summer resorts and is potentially one of the better harbors suited for use as a yachting center. It has a safe entrance, an anchorage that is sheltered and well protected from most storms, and is centrally located as regards other recreational boating centers. It has failed to fully realize these potentialities because of the shallow water and the rather long distance from the existing anchorage to the town. The increase in recreational boating previous to the war was encouraging and it is expected that under normal conditions this growth will continue, especially if a channel and basin is developed in the inner harbor.

16. Under existing conditions yachtsmen cannot easily avail themselves of the service facilities now located in the town. These facilities include fuel stations, a well equipped machine shop, and other shops serving the needs of the small boatman. The town wharf is open

to all without charge and it was indicated that any needed improvements, such as gasoline pumps, would be provided if the dredging is done. An excellent hospital is available at Blue Hill to care for any emergencies. In spite of the good fishing and lobstering in the vicinity, the fishing industry is negligible because of the difficulties attending the servicing of the boats.

17. At East Blue Hill, about 5 miles to the east, is a yacht yard equipped with a marine railway and facilities for repairing boats up to 75 feet in length. There is sufficient storage capacity here for the accommodation of 50 boats in winter storage. Within range of Blue Hill Harbor there are at present about 100 vessels in private and public storage.

18. There are about 75 local pleasure craft that now use the waterway. Numbered among these are motorboats up to 75 feet long and shallow draft sailboats. In addition to the local craft there were about 60 transient yachts at Blue Hill the past season. As it has been several years since it has been possible for boats of any size to reach the town wharf except at high tide, the above figures serve to show the high interest in recreational boating in the locality despite the aforementioned difficulty. It is reasonable to expect that if the harbor is improved, there will be a substantial increase in the number of boats using it.

19. If the improvement is made, it is expected that a complete marine service station at or near the town wharf will be established. Small boats will probably be built here also. Blue Hill is attempting to interest various industries in locating there and adequate marine facilities would serve as an added inducement.

20. There are 12 to 15 lobster, scallop and ground fishermen using Blue Hill Harbor as a base for operations. Most of them are forced to moor their boats at other points in the vicinity due to the lack of water at Blue Hill. Local interests estimate that the number of

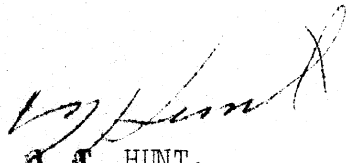
fishermen working out of Blue Hill would be more than doubled if the improvement were made and they could keep their boats in the harbor.

21. The improvement would enable fishing and pleasure boats to go to the wharf for supplies at any period of tide. This would result in an increase in yachting activity and in the number of fishermen using the harbor. It would make possible the delivery of coal by water instead of by rail and truck as at present.

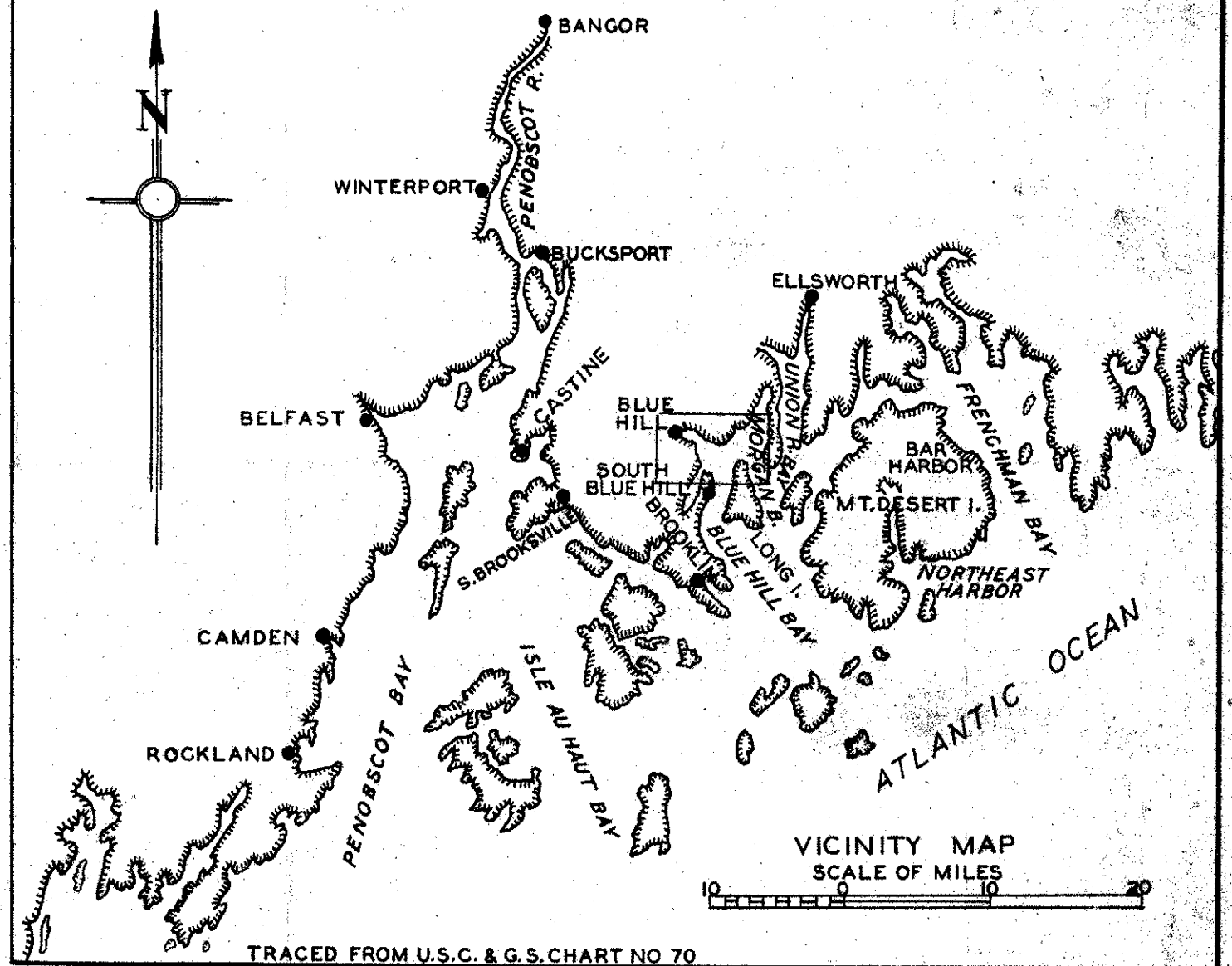
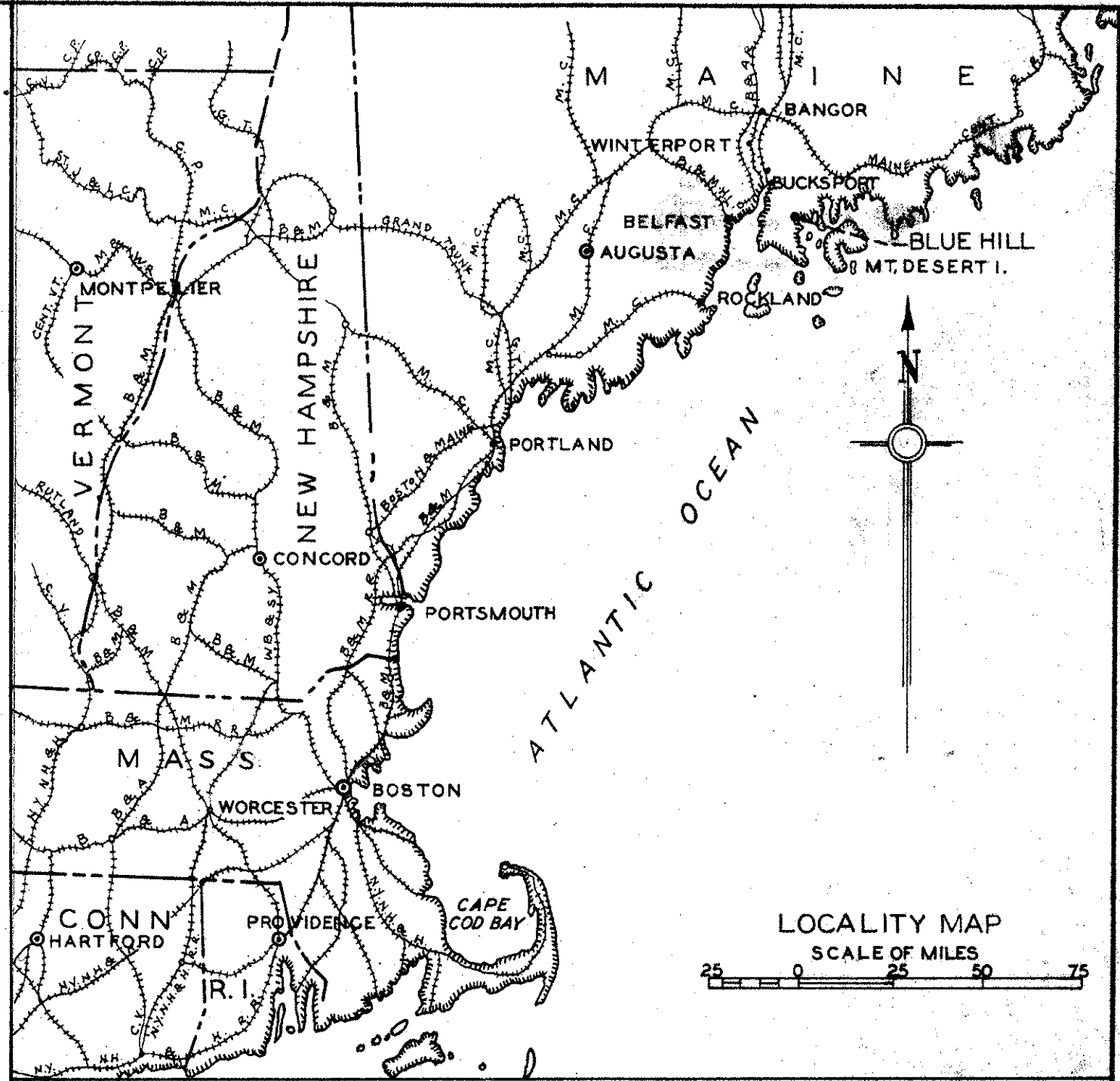
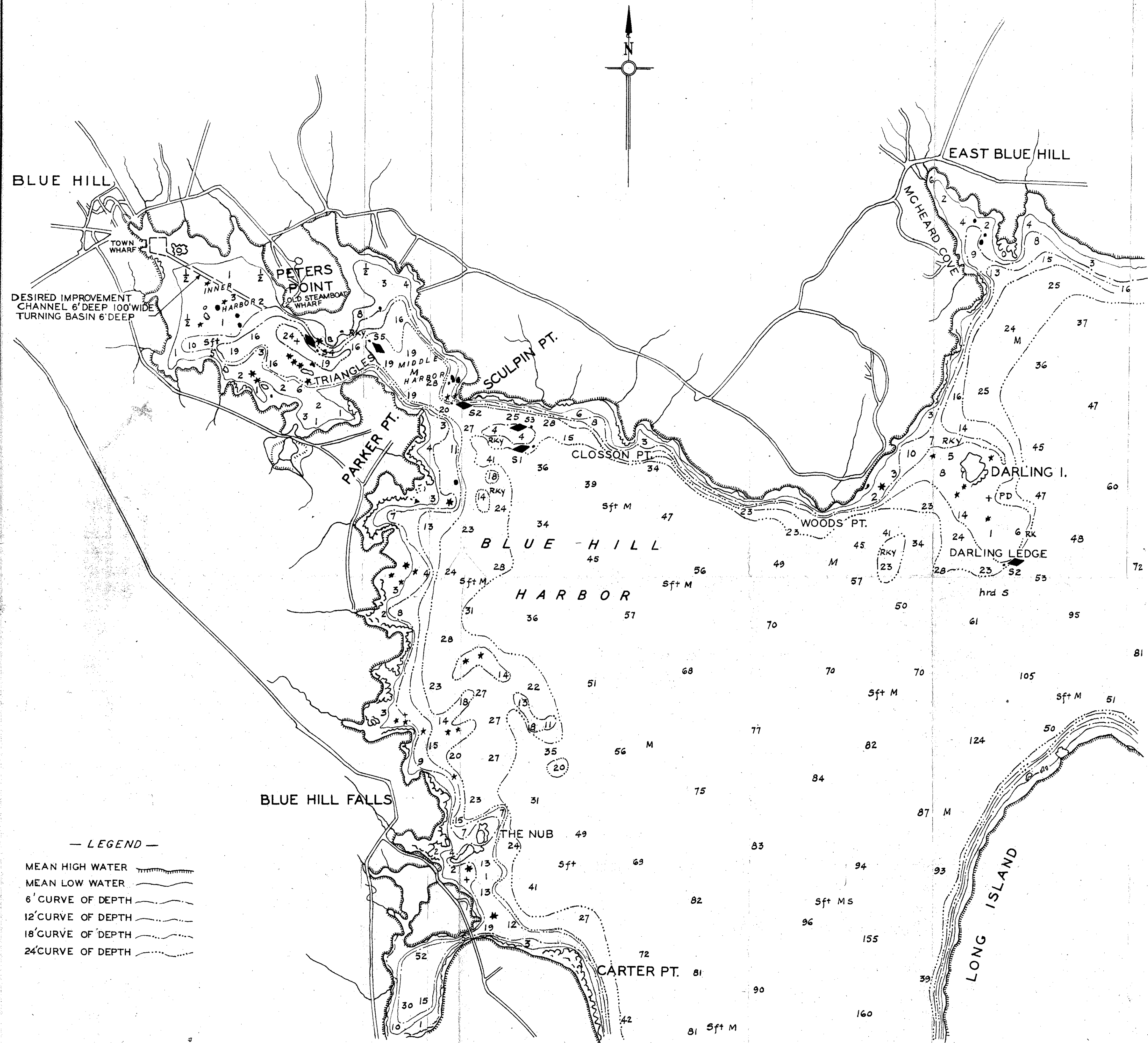
22. Interest in the desired improvement is very high and local interests stated that a cash contribution, both from local government and private interests, can be expected. The furnishing of spoil areas by them is also a possibility.

23. Conclusion.-- The district engineer is of the opinion that the improvement of Blue Hill Harbor, Maine, is warranted provided it can be accomplished at a reasonable cost.

24. Recommendation.-- In view of the foregoing, the district engineer recommends a survey of Blue Hill Harbor, Maine, to determine the extent, cost and advisability of the improvement, and the proper basis of cooperation by local interests.


S. S. HUNT,
Colonel, Corps of Engineers,
District Engineer.

Inclosure:
Map



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NO.	CHARACTER	DATE	APPR

BLUE HILL HARBOR, MAINE.	
SCALE OF FEET 0 1000' 2000' 3000'	
U. S. ENGINEER OFFICE, BOSTON, MASS. 26 MARCH 1946	
APPROVAL RECOMMENDED: John E. Allen DISTRICT ENGINEER	APPROVED: [Signature] COLONEL CORPS OF ENGINEERS
SUBMITTED: H. N. Lichtenow CHIEF R. & H. BRANCH - SR. ENGINEER	TRANSMITTED WITH REPORT DATED 29 MARCH 1946.
DES. BY JUD CHK. BY J. N. H.	FILE NO. 1044 DR-71